

11 October 1962
IDEA-0926-62

MEMORANDUM FOR THE RECORD:

SUBJECT: Trip Report and Security Survey per Proposed Utilization of McCoy Air Force Base, Orlando, Florida, as an IDEALIST Advanced Staging Base.

TASK FORCE REPRESENTATIVES:

1. On 8 October 1962 a task force from Headquarters OSA visited McCoy Air Force Base, Orlando, Florida, for the purpose of reviewing the feasibility of deployment from that location on future IDEALIST missions. The following individuals from selected sections of OSA were represented:



PRE-CONFERENCE REVIEW:

2. On 9 October 1962 the above indicated individuals met in the lounge of the McCoy AFB Officers Club, and reviewed their needs and estimates in the fields of communications, logistics, operations, security, AFUIN-5 and McCoy AFB support. The selected group detailed their positions, proposals and plan of action for the meeting with Col. William G. Walker, Wing Commander, 4047th Strategic Wing, SAC. The group collectively agreed that space requirements, vehicles and a compact secure area of operations, would be the more difficult areas of support to attain, satisfactory to the demands of the OSA task force.

PROPOSALS TO SAC COMMANDER:

3. At 1000 on 9 October 1962 the above individuals were contacted by Col. Walker of the 4047th Strategic Wing, and convened at his Headquarters conference room for discussions of required support necessary to Det. G deployment at McCoy AFB. A discussion commenced which reviewed item by item the sectional needs of the representatives present. Col. Walker seemed completely cooperative while deferring judgment on certain requests until he was able to consult his director of materiel on many matters of logistical support. At this point, the writer advised that the director of materiel would have to be briefed prior to any consultation on the deployment proposals.

USAF review(s) completed.

BRIEFINGS:

4. On 9 October 1962, while at the Headquarters building of the 4047th Strategic Wing, SAC, the following individuals were briefed and indoctrinated IDEALIST -IXI:

1. Lt.Col. William H. Pittman, Director of Material, 4047th Strategic Wing, SAC
2. Lt.Col. Hilling Jacobson, Jr., Deputy Commander for Operations, 4047th Strategic Wing, SAC
3. Johnathan G. East, Detachment Commander, OSI, 6th District, McCoy Air Force Base
4. Lt.Col. Harry J. McDonald, Chief, Comm-Electronics Division, 4047th Strategic Wing, SAC

FLIGHT LINE SURVEY:

5. With all appropriate IDEALIST briefings completed, the selected Headquarters group, Detachment G Commander, Col. William Walker, and Lt. Col. William H. Pittman, left the SAC Headquarters building and toured the entire McCoy AFB installation to select a deployment location compatible with security and logistical requirements. The flight line area was studied and notice was taken of the fact that SAC security regulations were in effect with badging procedures, fenced areas, sentries, patrols and sentry dogs employed on 24 hour basis. A disturbing feature of the flight line is one of the runways on West side of field is utilized by commercial jets, which may pose a security problem during periods when IDEALIST aircraft are launched or retrieved. Commercial flights average eight (8) a day and must be monitored by Det G. security. Another uncomfortable feature on the flight line is the presence of several EA-16 patrol planes which have been rendering air-sea rescue support for IDEALIST missions. It is the writers understanding that the EA-16 crews are quartered in a BQ which will most likely accommodate Det G personnel.

SELECTION OF DEPLOYMENT SITE AND MODIFICATIONS:

6. After a complete review of the McCoy AFB installation, it was decided that none of the two available hangars would suit the needs of Det. G group, since these hangars would not be accessible for Det G exclusive use in view of SAC requirements. This would disturb the SAC element as well as being inconvenient to the deployment group when sensitive parts of the aircraft would be exposed. Hence, it was decided to modify 2 nose-docks listed on the attached diagram as buildings 401 and 402, which are located on the North end of the flight line. These nose-docks would house the deployment aircraft, and after renovation would provide the desired security. Adjacent to the nose-docks is building 406, which will accommodate the various sections of deployment party, consisting of communications, personal equipment, flight planning and special equipment. As of this moment, steps have been under taken to modify the building so as to be adaptable to a field operation.

Windows are being covered, doors latched, and access restricted. It is intended that this area also be utilized as a storage facility for pre-positioned deployment equipment of an unclassified nature. Currently, a sentry control point is in operation at this end of the flight line, but Col. Walker would agree to close this post if it is our desire. On the other hand, this access way could remain open to Det. G traffic with all other traffic being diverted to another gate. Through posting of restricted signs.

ACCESS BADGE REQUIREMENTS:

7. Col. Walker suggests that he be furnished with the names of Det. G personnel with certification that they possess appropriate levels of clearance, at least SECRET so that he will be able to provide the necessary access badges with polaroid pictures of individual bearer attached thereto.

FUEL PROTECTION:

8. McCoy AFB has a controlled bulk fuel storage area which will be utilized by Det G for their fuel storage as well. It is planned to utilize a tanker car which will be withdrawn from the fuel compound as the needs demand and while outside the fuel area the tanker car will be accompanied by a sentry, according to assurances received from Col. Walker.

REVIEW OF PHYSICAL FEATURES AND LOCAL SITUATION:

9. The following physical security items were reviewed and are hereby considered satisfactory to CEA Security desires:

- a. Fences - Entire base almost completely enclosed.
- b. Overall size of area - Approximately 4,000 acres.
- c. Housing within area for sensitive equipment - Buildings 401, 402, and 406, when modified, will be adequate.
- d. Foot patrols and guard requirements - Det G security and central interval compound while air police support may be secured as needed.
- e. Local press problems - Base requires routine notices in local newspapers.
- f. Lighting - Suitable.
- g. Adjacent roads - West end of flight utilized by commercial airlines.
- h. Adjacent offices of buildings near the environs of 401, 402, and 406 - Personnel in adjacent locations will be diverted from utilizing the access gate near the Det. G restricted area, and will be cautioned not to intrude on CEA operations through command channels.

1. Flight line - Flight line area of McCoy AFB is under constant control day and night with utilization of 26 security dogs during dark hours on all ends of the field.

j. Air Police - Air Police support may be secured by direct requests to the Commander of the 4047th Strategic Wing, SWS.

k. Stop over enroute security requirements - It is anticipated that a journey from the Det. G base location will encompass 8-10 hours flying time via C-124, but could be reduced through use of faster aircraft. It does not appear that any enroute stops will be necessary. It is the writers understanding that the commercial jets side of flight line services Los Angeles and Baltimore Friendship Airport.

COVER STORY:

10. A vital point of concern to Col. Walker and [redacted] was the need of an adequate cover story to explain the presence of Det. G personnel and equipment at McCoy AFB. It was also [redacted] desire to be free to indicate that his unit arrived from California.

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MISSION PILOT HOUSING:

11. It is the intended plan of [redacted] Det. G Commander to house his mission pilots at a off base motel with transportation being furnished by car rental. The purpose for this move was to reduce the potential of noise level disturbance to sleeping mission pilots. The writer does not foresee any security problem in this situation. In fact recommends it.

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12. In conclusion, it can be stated that Col. Walker has agreed to permit Det. G military and civilian personnel to utilize his PX facility while on TDY, and can accommodate [redacted] personnel at his BOQ.

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MISCELLANEOUS CONVENIENCES:

13. Your attention is directed to the attachments which include base diagrams, brochure, and telephone directory.

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[redacted] re (10 October 1962)

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U-2 MOD/IRAN PROGRAM

15 OCT 1962

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AIRCRAFT NUMBER	LOCATION	CODE	OCT	NOV	DEC	JAN	FEB	MAR	APR
			1 8 15 22 29	5 12 19 26 3	10 17 24 30 7	14 21 28 4	11 18 25 4	11 18 25	1 8 15 22 29
342*	G	1,4							
343*	G	4							
352	LAC	3,6							
355	H		MOD/IRAN Completed 24 Sep. - Operational Aircraft						
358	LAC	1							
359*	LAC	1,2,4,5,6							
367	FOG	1,2,4,5							
350	LAC/FOG	1,2,4,5							

*Indicates Air-Refueling Capability

DE:

- 1 - IRAN 25X1A
- 2 - J-75 Conversion 25X1A
- 3 - Test Support (Sys 12, [redacted], [redacted], AutoPilot, Alternator, Eng. [redacted])
- 4 - Up-Dating (VOR, ARN-55, Improved wiring, Flop-over rudder pedals, etc.)
- 5 - Air Re-fueling System, [redacted] Beacon 25X1A
- 6 - [redacted] 25X1A

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